

IN THE SPECIFICATION:

Please amend the specification as follows:

Paragraph beginning on page 3, at prenumbered line 11, has been amended as follows:

With reference to Fig. 1, a foldable bicycle in accordance with the present invention comprises a frame (10), a front fork (12), a front wheel (13), a stem (14), a handlebar (15), a handlebar positioning device (20), a rear fork (18), a rear wheel (19), a drive assembly (~~not numbered~~), a shock absorber (30), a rear fork positioning device (40), a seat post (17) and a seat (172). The frame (10) has a front end (~~not numbered~~) (102), a rear end (~~not numbered~~) (104), a head tube (11) and a seat tube (16). The head tube (11) is formed on the front end (102), and the seat tube (16) is formed on the rear end (104).

Paragraph beginning on page 3, at prenumbered line 19, has been amended as follows:

The front fork (12) has a top end (~~not numbered~~) (122), a bottom end (~~not numbered~~) (124), a neck (~~not shown~~) and two parallel tines (~~not numbered~~). The neck has a top end (~~not numbered~~) and a bottom end (~~not numbered~~), is formed at the top end of the front fork (12) and is mounted rotatably through the head tube (11). The tines respectively have a top end (~~not numbered~~) and a bottom end (~~not numbered~~) and are formed at the bottom end of the front fork (12) with the top ends connected to the bottom end of the neck.

Paragraph beginning on page 4, at prenumbered line 2, has been amended as follows:

The front wheel (13) is rotatably mounted at the bottom end of the front fork (12) between the bottom ends of the tines with a front axle (~~not numbered~~) (132). With further reference to Fig. 9, a transverse slot (122) having an upper edge (~~not numbered~~) (123) and a lower edge (~~not numbered~~) is defined through the distal end of each tine of the front fork (12). The front axle extends through the slot (122). Multiple recesses (124) are defined in the upper edge of the transverse slot (122)

to selectively mount the front axle. Consequently, the front wheel (13) can be positioned relative to the front fork (12) at different positions to adjust to different riders.

Paragraph beginning on page 4, at prenumbered line 11, has been amended as follows:

The stem (14) is connected pivotally to the top of the front fork (12) by the handlebar positioning device (20) and has a top ~~(not numbered)~~ and a bottom ~~(not numbered)~~. The handlebar (15) is transversely mounted near the top of the stem (14).

Paragraph beginning on page 4, at prenumbered line 15, has been amended as follows:

With further reference to Figs. 2 and 3, the handlebar positioning device (20) comprises a bracket (21), a locking pin (22), a locking neck (24) and a handlebar quick-release device (26). The bracket (21) is attached to the top of the front fork (12), holds the front fork (12) in the head tube (11) and has an axial through hole ~~(not numbered)~~, a front longitudinal protrusion ~~(not numbered)~~ and a rear longitudinal protrusion ~~(not numbered)~~. The front longitudinal protrusion has a longitudinal slot (212) and two wings ~~(not numbered)~~ (214). The wings (214) are formed on opposite sides of the longitudinal slot (212) and extend away from the frame (10). The locking pin (22) is mounted in the longitudinal slot (212) between the wings (214).

Paragraph beginning on page 5, at prenumbered line 1, has been amended as follows:

The locking neck (24) protrudes from the bottom of the stem (14) and is mounted in the longitudinal slot (212) in the bracket (21). The locking neck (24) has a distal end (241) with a traverse notch (242) corresponding to the locking pin (22) and ~~an~~ a longitudinally elongated transverse through hole (244) longitudinally defined through the locking neck (24).

Paragraph beginning on page 5, at prenumbered line 6, has been amended as follows:

The handlebar quick-release device (26) is mounted on the bracket (21) to squeeze and hold the locking neck (24) between the wings protruding from the bracket (21) and has a compression pin (262), a compression washer (264) and a compression lever (266). The compression pin (262) extends through the wings and the longitudinally elongated transverse through hole (244) in the locking neck (24) and has a threaded distal end (~~not numbered~~). The compression washer (264) is mounted around the compression pin (262) near the thread distal end and abuts one of the wings of the bracket (21). The compression lever (266) has a proximal end (~~not numbered~~), a distal end (~~not numbered~~), an eccentric cam (~~not numbered~~) and a rotatable pin (~~not numbered~~). The eccentric cam is formed on the distal end and has a transverse through hole (~~not numbered~~). The pin is rotatably mounted in the transverse through hole and has a threaded transverse through hole (~~not numbered~~). The threaded distal end of the compression pin (262) is screwed into the threaded transverse through hole in the pin, and the eccentric cam abuts the compression washer (264). When the compression lever (266) is rotated and the eccentric cam presses against the compression washer (264), the wings are squeezed together and clamp the locking neck (24). Consequently, the stem (14) will be held securely in place relative to the front fork (12).

Paragraph beginning on page 6, at prenumbered line 16, has been amended as follows:

With reference to Figs. 1 and 5, the rear fork (18) is pivotally attached to the frame (10) and has a proximal end (~~not numbered~~) (182) and a distal end (~~not numbered~~) (184). The proximal end (~~not numbered~~) (182) of the rear fork (18) is pivotally attached to the frame (10), and the rear wheel (19) is rotatably mounted on the distal end (184) of the rear fork (18). The drive assembly is mounted between the rear fork (18) and the rear wheel (19) to rotate the rear wheel (19). The drive assembly substantially comprises two pedal ~~assembled~~ (~~not numbered~~) assembled, a front sprocket (~~not numbered~~), a rear sprocket (~~not numbered~~) and a chain (~~not numbered~~). The drive assembly is conventional and is not further described.

Paragraph beginning on page 7, at prenumbered line 1, has been amended as follows:

The shock absorber (30) is mounted between the frame (10) and the rear fork (18) and has a proximal end ~~(not numbered)~~ (302) pivotally attached to the frame (10) and a distal end ~~(not numbered)~~ (304) connected to the rear fork (18) with the rear fork positioning device (40). The rear fork positioning device (40) comprises a U-shaped bracket (42) and a shock absorber quick-release device (44). The U-shaped bracket (42) is securely attached to the rear fork (18) and has two sides ~~(not numbered)~~ (421), two through holes ~~(not shown)~~ (423) and two slots ~~notches~~ (422). The distal end of the shock absorber (30) is mounted between the two sides of the bracket (42). The through holes (423) are defined respectively in the sides of the bracket (42). The slots (422) are defined respectively in the sides of the bracket (42) and communicate with the through holes (423).

Paragraph beginning on page 7, at prenumbered line 12, has been amended as follows:

The shock absorber quick-release device (44) is mounted on the bracket (42) to selectively connect the distal end of the shock absorber (30) to the bracket (42). The shock absorber quick-release device (44) has a structure and operates the same as the handlebar quick-release device (26) and has a compression pin ~~(not numbered)~~, a compression washer ~~(not numbered)~~ and a compression lever ~~(not numbered)~~. The compression pin extend through the through holes (423) in the sides of the bracket (42) and the distal end of the shock absorber (30) and has a threaded distal end ~~(not numbered)~~. The compression washer is mounted around the compression pin near the threaded distal end and abuts one of the sides of the bracket (42). The compression lever has a proximal end ~~(not numbered)~~, a distal end ~~(not numbered)~~, an eccentric cam ~~(not numbered)~~ and a rotatable pin ~~(not numbered)~~. The eccentric cam is formed on the distal end and has a transverse through hole ~~(not numbered)~~. The pin is rotatably mounted in the transverse through hole and has a threaded transverse through hole ~~(not numbered)~~. The threaded distal end of the compression pin is screwed into the threaded transverse through hole in the pin, and the eccentric cam abuts the compression washer.

Paragraph beginning on page 8, at prenumbered line 20, has been amended as follows:

With reference to Figs. 1 and 6, the seat post (17) extends through and is detachable mounted in the seat tube (16) and has a top ~~(not numbered)~~ (172). The seat (172) is mounted on the top of the seat post (17). To selectively mount the seat post (17) in the seat tube (16), the seat tube (16) has a top ~~(not numbered)~~ (161), a slit (162), two ears (164) and a seat quick-release device (50). The slit (162) has two sides longitudinally defined in the top of the seat tube (16). The two ears (164) are formed at the top of the seat tube (16) and respectively at the two sides of the slit (162). The seat quick-release device (50) is mounted on the seat tube (16) to securely hold the seat post (17) in the seat tube (16). The seat quick-release device (50) has a structure and operates the same as the handlebar and shock absorber quick-release devices (26, 44) and comprises a compression pin ~~(not numbered)~~ (52), a compression washer ~~(not numbered)~~ (54) and a compression lever ~~(not numbered)~~ (56). The compression pin (52) extends through the ears (164) on the seat tube (16) and has a threaded distal end ~~(not numbered)~~. The compression washer (54) is mounted around the compression pin (52) near the threaded distal end and abuts one of the ears (164) on the seat tube (16). The compression lever (56) has a proximal end ~~(not numbered)~~, a distal end ~~(not numbered)~~ (522), an eccentric cam ~~(not numbered)~~ (562) and a rotatable pin ~~(not numbered)~~. The eccentric cam is formed on the distal end and has a transverse through hole ~~(not numbered)~~. The pin is rotatably mounted in the transverse through hole and has a threaded transverse through hole ~~(not numbered)~~. The threaded distal end (522) of the compression pin (52) is screwed into the threaded transverse through hole in the pin, and the eccentric cam (562) abuts the compression washer (54).

Paragraph beginning on page 9, at prenumbered line 19, has been amended as follows:

When the compression lever (56) is rotated and the eccentric cam (562) presses against the compression washer (54), the ears (164) on the seat tube (16) are squeezed together to narrow the slit (162) and clamp the seat post (17). Consequently, the seat post (17) will be securely held in the seat tube (16) at a desired height.

Paragraph beginning on page 9, at prenumbered line 23, has been amended as follows:

With further reference to Fig. 7, when the compression lever (56) is pivoted to a position where the eccentric cam (562) does not abut the compression washer (54), the ears (164) on the seat tube (16) will be released, and the seat post (17) will be released. The seat post (17) with the seat (172) can be removed from the seat tube (16) to allow the stem (14) to fold closer to the frame (10) to further reduce the volume of the folded bicycle.

Paragraph beginning on page 10, at prenumbered line 8, has been amended as follows:

With reference to Figs. 1 and 8, an optional embodiment of the seat tube (16) and seat post (17) has multiple positioning holes ~~(not numbered)~~ (168) defined longitudinally through the seat tube (16) and a single through hole ~~(not numbered)~~ (176) defined through the seat post (17). The single through hole (176) in the seat post (17) selectively corresponds to any one of the positioning holes (168) in the seat tube (16). A lock (166) is mounted inside the seat post (17), is a resilient U-shaped element and has an end ~~(not numbered)~~ with a knob ~~(not numbered)~~ (167) extending through the ~~bore~~ through hole (176) in the seat post (17) and into a corresponding positioning hole (168) in the seat tube (16). When the knob on the lock (166) is seated in a through hole in the seat tube (16), the seat post (17) will be held at a desired vertical position and be kept from rotating in the seat tube (16).